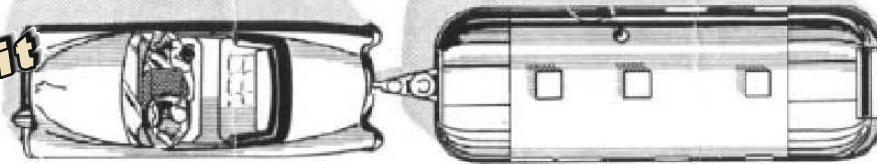


BADGER BULLETIN



The Wisconsin Unit Newsletter



July, 2015

John Sellers, Editor sellersj@erinet.com

From the Crows Nest



YIKES! The Fourth of July already?!?! How did this happen? By the time you are reading this we will be approaching the middle of July - our summer is half over! I hope all of you have had your Airstreams out on the road discovering new places and making new friends.

The International Rally in Farmington is history but it's not too soon to pencil in

future International Rallies and to begin planning.

The 59th International Rally in 2016 will be in Lewisburg, West Virginia from June 28th to July 5th. This provides an opportunity to plan a trip to the east coast with Lewisburg the jumping off point for a visit to our nation's capital in Washington, D.C., or maybe plan a drive down the Blue Ridge Parkway south into North Carolina. The Blue Ridge Parkway, although conceived and began during the Great Depression, was not completed until 1987. Designed as a scenic drive through the forested Blue Ridge Mountains, this is a must see highway for any adventurer and with a maximum speed of 45 mph it is designed for you to slow down and enjoy the journey.

The 60th International Rally in 2017 will be in Escanaba, Michigan from July 22nd to the 29th. I almost wrote Escanaba, U.P. because I hardly associate the U.P. with lower Michigan and consider our northern brothers and sisters as part of our family. Note the later dates as this is the first time the International is not scheduled around Wally Byam's birthday of July 4th. This is the closest the International Rally has been to the Wisconsin Unit since the International was held in Madison in 2009. It's a ways out but start planning to be in Escanaba now, it will be here sooner than you think.

We still have plenty of opportunities for you to join your fellow Airstreamers this summer closer to home.

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From the Crows Nest

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July 23rd to the 26th I will be hosting a Camp Out on the EAA Grounds during the Experimental Aircraft Association's annual Fly-In, one of the premier aviation events in the world. Camp Scholler, where we will be camping, is home to 40,000 campers from all over the world during the fly-in. August 12th - 16th is the Region 7 Rally in the Wisconsin Dells, please check the Region 7 website for more information. August 27th - 30th is our Camp Out on Washington Island off the tip of Door County. Twelve units have already signed on to brave the trip across Death's Door by ferry to reach the campground - come and join us. After Labor Day we have the Camp Out at Road America and our business meeting in Houghton, MI during September, and our Fall Colors on the Mississippi Camp Out in Prairie du Chien in October.

Make plans to join us at one or more of our events. You can call me (608-423-4561, leave a message and I will return your call) or e-mail me for additional information on any event. Come and join the fun.

Dave Sherman, Unit President dwsherman@wisc.edu

News Bits Upcoming Events

July 23 – 26, 2015: EAA Airventure Camp Out, Camp Scholler, Oshkosh, WI. Contact Dave Sherman, 602-423-4561, dwsherman@wisc.edu. See further information on page 4.

August 12 – 16, 2015: There's Something for Everyone Region 7 Rally, Country Roads RV Park, Wisconsin Dells, WI. For current information see the Region 7 web site, <http://region7.wbcci.net/2015-theres-something-for-everyone-rally/>

August 27 – 30, 2015: Ferry Tales – Airstreams to Washington Island Camp Out, Washington Island Campground, Washington Island, WI. Contact Dave Sherman, 602-423-4561, dwsherman@wisc.edu. See further information on page 5.

September 18 – 20, 2015: Road America Camp Out, Road America Race Course, Elkhart Lake, WI. Hosted by Don & Kay Stenz, 920-693-2146, slem@tds.net

September 25 – 27, 2015: Cheeseheads to the UP Rally & Business Meeting with Installation of Officers, Houghton RV Park, 1100 W Lakeshore Drive, Houghton, MI 49931. Hosted by Dave Sherman & Vicki Engelstad, 608-423-4561, dwsherman@wisc.edu vengelstad@yahoo.com

Member News

Welcome New Members

The Wisconsin Unit welcomes two new members this month:

Doug & Barbara Winesett of Mount Horeb, Wisconsin. They have a 2015 Flying Cloud 30 footer.

Jason & Kelly Staffin of Kewaskum, Wisconsin and their family. Jason has already joined the unit Facebook group

Thoughts and Prayers

Long-time Wisconsin Unit member Pearl Adams-Kyle underwent emergency surgery for a bowel obstruction in Farmington, NM on July 5. Unit member Bill Nelson is staying with her in Farmington. No further word on her condition at this time.

Boehmers Back in Wisconsin!

Past unit president and first lady George & Teri Boehmer retired to Washington State, but can't seem to stay away from Wisconsin. They recently passed through on the way to join the Nor' by Nor' East Caravan and visited old Wisconsin friends while they were here. Glad to see you again—come again when you can stay a little longer!

Still Looking for an Artist

Unit President Dave Sherman is still looking for members with artistic talents to design a new unit logo and/or flag. Contact him at dwsherman@wisc.edu or 602-423-4561

One-Liners



Glad that job's done for another year!
Ed Emerick finished polishing his '68 Ambassador

The Badger Bulletin WBCCI Wisconsin Unit #116

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WBCCI Wisconsin Unit

Food for Thought

By John Sellers, Unit Newsletter Editor

Do we need a unit newsletter?

Back in Wally Byam's day, the unit newsletter was the primary means of communication within the unit. No email, text messages, Facebook, Twitter, You Tube, you name it. Just a patient unit newsletter editor gathering information from people, typing mimeograph masters and messily printing, then mailing newsletters at the local post office.

Today we are immersed in an electronic Tower of Babel including all of the above mentioned media, and the question of whether we still need a newsletter is not a simple one.

In my early years producing the *Badger Bulletin* I was bugging a rally host for more information and they told me they didn't *care* whether their rally was in the newsletter. Anyone who wanted to come could get all the information they needed from the unit web site. My immediate take-away from that experience was not to bug rally hosts for information, but they had a point. Today most Wisconsin Unit members get their newsletter from the web site, which means that for them, the newsletter is really redundant. They can get the same information from the web site.



In recent years we have yet another source of information, the unit Facebook group. Facebook is a mainly visual medium—i.e. pictures. Unit members who are not Facebook users may not be aware that most of the pictures

used in the newsletter now come from the unit Facebook group. So they are not “news” to Facebook users.

Also, upcoming club events are set up as Facebook “events” and members can indicate whether they are coming or not, ask questions, and get answers. Why have a newsletter? For now, anyway, the reason might be that the majority of members of the unit (80%, as of last March) are *not* members of the unit Facebook group. My sense from casual conversations with members is that those who are not members of the unit Facebook group are not members of Facebook, and do not wish to join it. Which, given Facebook's downsides, is not an unreasonable position.

Similar capabilities are available elsewhere on the Internet. We set up an Airforums private forum in 2007.



It never caught on, and as shown by the above screen shot, the last post was in 2010, although the forum still exists. The former moderator was Kent Hadley (Chaplain Kent), who as far as I can tell is no longer a WBCCI member.

As to my original question, I have no answer—only the question.

Reflections in Aluminum

By Steve Piotrowski

Shedding some light on the subject. . .

I am currently installing new LED lights in Fred, our 23 foot Safari rear bedroom Airstream. It has been easier than I feared, and more complicated than I desired. Previously, I had replaced all of the original light bulbs with Airstream supplied LED lights. I started by replacing them with **cheap** internet purchases, and I got what I paid for. When I tried the ones from Airstream, they haven't failed. With a predicted life of 25,000 to 100,000 hours, I don't expect them to fail in my lifetime unless I leave them on all the time. The bonus is in the overhead lights. They are as bright as or brighter than the original bulbs and they just plugged in with no modifications. It cut down on the power consumption during trips, so a great investment overall.

I also replaced the lights in the various white plastic light sockets around the trailer. These performed OK, but the housings still looked ugly. I spent some time searching the “Net” for LED replacements that might look better and give more usable light. It took a while, but I found something decent from a company named Solid Apollo in California. They are thin aluminum housings with lumen output approximately equal to a thirty watt incandescent bulb. I was able to mount three (with room for a couple of more available) over the sink area. The lights look good, are fully dimmable, come in three levels of white, thin (one inch or less high), and classy looking. Since they brightened the sink area so well, we used them to replace and improve the closet lights, the bathroom lights, add lights over the sink for makeup etc, and replace the light over the couch.



Photo courtesy of <http://www.solidapollo.com/>

The LED market has changed dramatically in the last few years. If you spend some time on the Net and consulting with other members (like President Dave, a retired electrician), you are certain to find some attractive and useful options. Change is always challenging, but sometimes the results are great.

EAA Airventure Oshkosh 101 Camp Out

By Dave Sherman, Unit President
Photos by Dave Sherman

The Experimental Aircraft Association (EAA) is holding its annual convention/fly-in from July 20 - 26 this year. Founded in January of 1953 by Paul Poberezny for aviation enthusiasts interested in constructing their own aircraft, the EAA has grown to a worldwide organization of 1000 local chapters interested in all aspects of aviation.

Comparing the EAA to the WBCCI, the local chapters are the equivalent of our Units and their annual convention/fly in, now dubbed Airventure, is the equivalent of our International Rally - though much, much, larger. In the aviation community globally, mention one word - "Oshkosh" - and the person knows exactly what you are talking about. It's universal.



A gaggle of Piper J-3 Cubs.

From Thursday July 23rd through the closing week end I will be hosting a camp out at Camp Scholler on the EAA grounds. Because the EAA is so organized there is not much I need to do. After attending for the last 41 years I will take on the role as your tour guide to help you get the most from your experience. Though the primary focus is on aviation, the EAA provides transportation to many local points of interest for those less enamored with aircraft.



Always lots of history to be seen in the warbirds area.

For budgeting, daily tickets are \$30.00 for members and \$45.00 for non-members. However, you must be an EAA member to camp at Camp Scholler. The annual membership fee of \$40.00 will be offset by the lower daily ticket price. You may join when you register to camp but may want to do so in advance. Membership includes a subscription to their monthly publication "Sport Aviation" which I feel is worth the dues alone.



It was an adventure to land air racers like the Gee Bee on account of the utter lack of visibility over the nose!

Please go to the EAA web site and click on Airventure for all relevant information. <http://www.eaa.org/en/airventure>

There will be no rally fee and no reservations are required but I would appreciate an e-mail to dws Sherman@wisc.edu or a phone message at 608-423-4561 if you are interested in attending to help me with planning. If you are not interested in camping but would like to join us for a day to experience the EAA please do so. Contact me to make arrangements. Come and see one on the premier aviation events in the world, right here in our own back yard.

Dave



This is the last time I'm flying economy class!
(photo courtesy of EAA Airventure 2015)

Ferry Tales Rally Update

Washington Island, Wisconsin

August 27 – 30, 2015

By Dave Sherman, Unit President

The Wisconsin Unit will be holding a rally on Washington Island, off the end of Door County, in conjunction with the Death's Door BBQ (deathsdoorbbq.com).

We will be arriving on the island via the Washington Island Ferry across Death's Door from Northport at the tip of the Door County peninsula. I met with Hoyt Purinton, whose family owns the ferry line, over the Fourth of July weekend to firm up plans. Hoyt told me that depending on the size of the trailers he can fit 4 -6 units on a ferry with additional autos filling in the gaps. Because at this time we have twelve units planning to attend, we agreed to have us travel to the island in three groups. I will coordinate the departures with the first group boarding the 11:15 ferry, the second group will board the 12:15 ferry, and the final group will board the 1:15 ferry. This allows us flexibility to accommodate people who may be arriving later or take a little longer to finish their coffee in the morning. And, if you are not able to make those departure times, that is not a problem. The ferries run continuously and you can come across on any one of them on your own.

The fees for the ferry crossing are \$13.50 per person round trip, your tow vehicle will be \$26.00 round trip, and your trailer will be assessed the Oversize Vehicle Fee of \$28.00 EACH WAY for trailers 20' -25' (hitch to bumper), \$34.00 EACH WAY for trailers 25' to 30', and \$42.00 EACH WAY for trailers 30' to 35'.

You need to make your own reservation at the Washington Island Campground, owned by Mike & Jenny Stults. You can reserve through their web site www.washingtonislandcampground.com , or phone 920-847-2622. Their email address is info@washingtonislandcampground.com . Camping fee for a site with water and electricity is \$35.00 per night.

Jenny said you will need to send one night camping fee, \$35.00 with no taxes, to reserve your site. You can either give them a credit card over the phone or mail a check. (If you use the reservation form on their web site it will ask you which you are doing.) I asked Jenny to help you choose a site based on your trailer length as some sites are smaller than others. Tell her you are with Dave and the Airstream group. Also, if you see another site you like better once you arrive there will be no problem changing sites.

Once everyone is set up and Happy Hour is underway Thursday, we will provide Sloppy Joes for the evening meal. Please plan on providing a dish to pass or dessert to go along with the provided Sloppy Joes.

The Cherry Train Tour will provide an overview of the island including history and points of interest. The Cherry Train has agreed to pick us up at the campground at 9:00 a.m. Friday for an approximately 2 hour tour.

Upon return to the campground after the tour a light lunch of sandwiches and chips will be provided where I will hand out tickets to everyone for the Karfi ferry that will take you to Rock Island. The trip to Rock Island will be on your own as people have different interests and time spent on the island will vary accordingly. You will want to tour the Boathouse and Viking Hall above it, there is a nice beach that is a short walk away, you can hike to the restored lighthouse on the north side of the island and take a guided tour (you can make future arrangements to stay in the lighthouse if you agree to give the tours), and for the ambitious there is a hiking trail around the island.

Friday night all are invited to join us for a Friday night Fish Fry at a local establishment, cost on your own, and perhaps a visit to Nelson's Hall to join the Bitters Club.

Saturday you are on your own to attend the Death's Door BBQ located at the airport and visit some of the sights pointed out on the Cherry Train Tour.

Sunday will be departure on your own.

There will be a \$30.00 per person Rally Fee for this event. The Rally fee will include Sloppy Joes for a Thursday night meet and greet, a private Cherry Train Tour, lunch Friday, and Rock Island Ferry tickets. There are three payment options:

1. You can pay by PayPal on the Wisconsin Unit web site, <http://wisc.wbcci.net/ferry-ales-rally/> ,
2. You can mail a check in advance to Sandy Emerick, Wisconsin Unit Treasurer, 9186 County Road K, Brussels, WI 54204 ,
3. You can pay Sandy in person if you are staying at their place in Door County the night before the rally. (Sandy would prefer that you *not* pay at the rally.)

Come and join us to see an interesting and seldom visited part of Wisconsin. Please contact me with any questions or suggestions. Dave dws Sherman@wisc.edu 602-423-4561

Door County Courtesy Parking Available

By Sandy Emerick, via Facebook

Attention all *Ferry Tales* travelers!!!

We have courtesy parking space at our home on Wednesday night for anyone traveling to Washington Island. We are located in Brussels, just south of Sturgeon Bay. I have a few people who have already let me know they would like to stay. To better plan my parking layout, please reply if you would like to have a space!! Sandy Emerick, 920-475-7893, SandyEmerick@yahoo.com

If you need electricity, let me know. We can provide. Otherwise, come with a full water tank! *Water* I do *not* have! Puny well. . .

We will leave here Thursday for the drive to the ferry. About 2 hours north.

58th WBCCI International Rally Farmington, New Mexico June 26 – July 4, 2015

Photos from WBCCI web sites

Farmington, New Mexico is at 5,395 feet elevation, meaning that it is not quite the desert most of us would envision when we think of New Mexico. (Note trees in the pictures!) Because of the altitude, average summertime high temperatures are not much higher than Wisconsin's, and the humidity is lower.



Parking

Unfortunately, this year's International had several days at well above *average* temperatures—it was hot! Times like that you would like to be parked on grass. . .



Lining up for the Vintage parade—well attended this year.

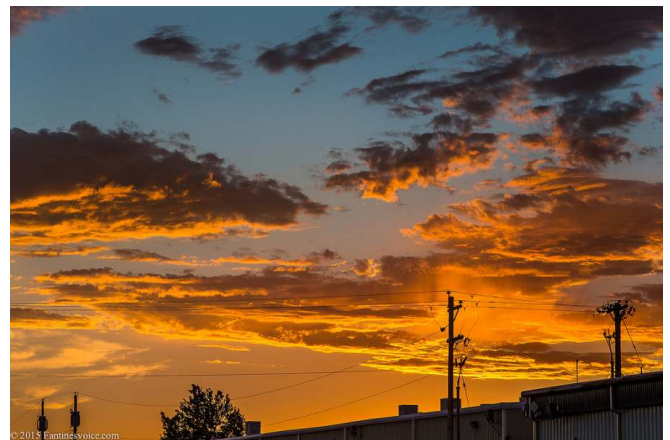


Vintage parade rolling



Farmington being Navajo country, a presentation on Navajo culture and the Navajo Code Talkers of WW II was a standing-room-only affair. For a most interesting reference see https://en.wikipedia.org/wiki/Code_talker

Attendance at the 2015 International peaked at 409 trailers, a significant increase over last year. The 2016 International scheduled for Lewisburg, WV will probably see another increase because of its convenient location for members in the East and Midwest. Since the Lewisburg fairground only has 500 full-hookup spaces, it could sell out!



A picturesque sunset in the Land of Enchantment.

Have Polish, Will Travel

Story and photos by John Sellers

At Alumaflamingo last February, Barb & I were parked in Vintage behind a cluster of Airstream restorers centered around Colin Hyde of Colin Hyde Restorations and VAP fame. One of them was Michael Rice, of Time Tested Restorations <http://timetestedrestorations.com/home.html>.



Mike's trailer is on the right.

When Mike got out of the Navy a few years ago his first career ambition was “calibrating hammocks in the Philippines”. After a little while that lost its charm, and upon return to the US he contracted aluminitis and decided to go into the Airstream restoration business. His ultimate goal is to buy some acreage in Florida with several thousand square feet of barn space to run a full-service restoration shop. But for now, his itinerant polishing business is keeping him busy.



When we learned that he had a time slot available before Alumapalooza (about 50 miles up the road from us) we contracted with him to polish our 1980 Caravelle. We could supply water and electric hookups and the facilities of our guest apartment, so accommodations were no problem.

Every Airstream polisher has his own ideas about which polish to use. Nuvite seems to be the most popular, but Mike uses Gord's. <http://www.gordsaluminumpolish.com/> Gord's does seem to be less work (and less messy) than Nuvite, and the results speak for themselves.

Polishing an Airstream is a **lot** of work—including removing the awnings and external hardware, stripping the clear coat,

and polishing away for days and days and days—but Mike approaches the job with patience. He commented that our 1980 trailer, with more or less intact clear coat, had a lot less oxidation than vintage trailers of the 60s, which helped. Mike replaced the blue trim strips with new material, which he found still available from Airstream. (As of this writing I still need to repaint the tongue and rear bumper.)



Polishing the aluminum LP gas tanks



Mike beside the finished project.



Awesome!

Last we heard, Mike was headed for a polishing job in Minnesota. He can be reached at (cell/text) 727-504-6841 or timetestedrestorations@gmail.com

Exploring the Upper Peninsula The Museums of Iron Mountain Iron Mountain, Michigan

Story and photos by John Sellers

In reading through promotional literature for the UP I have long been attracted to the three major museums of Iron Mountain. The Cornish Pump museum contains the largest Cornish mine pump in the US and one of the largest in the world. The WW II Glider & Military Museum has one of only a few CG-4 cargo gliders surviving from WW II. The Menominee Range Historical Museum has extensive exhibits of local social and economic history. The catch has been that these museums are only open in the summer, and Barb & I haven't been in the UP at the right time.



The Cornish Pump and Glider museums are collocated, and the Menominee Range museum was closed the day we were there, so we toured the first two.



The largest steam pumping engine was located in Iron Mountain because the Chapin Mine, the largest producer of iron ore on the Menominee Range, was also one of the wettest iron mines ever worked, requiring the removal of **four and a half million gallons** of water per day.

Why a museum dedicated to the CG-4 airborne troop glider in Iron Mountain? Because 4,190 of the total of 13,900 of them were built at the Ford plant in nearby Kingsford, which built more of them, at lower cost, than any other maker.



What's wrong with this J-3? Only 2 cylinders and one seat! (And no N number.) It's actually an ultralight replica.



The museum's painstakingly restored CG-4A



Another view of the CG-4A.



Pretty basic panel, but capable of needle-ball-and-airspeed instrument flight in a pinch.

For more information see the museum web site at <http://menomineemuseum.com/index.htm> and a good Wikipedia entry on the CG-4A at [https://en.wikipedia.org/wiki/Waco CG-4](https://en.wikipedia.org/wiki/Waco	CG-4)